

NEW TYPE OF BATTLESHIP.

In designing the new type of 18,000 ton battleship, a fresh system has been followed. Naval officers of high standing and high experience in handling battleships were asked to point out defects in the existing ships and suggest ways in which they might be improved upon.

During their recent tour of the dockyards the Lords of the Admiralty paid close attention to the battleships of the *Magpie* and *new* types in order to ascertain what top-lamper could be dispensed with while not interfering with the fighting efficiency of the ships.

As a result of these inquiries, it is understood that the masts of the new battleships will be considerably shorter than the towering ones now fitted. Probably as much as sixty feet will be cut off them, for experts hold that with the new signalling devices now being introduced into the Navy, comparatively short masts only are required. Hardly any wood is to be used. What is employed will be in such places that it can be hoisted or lowered in a few minutes.

It is proposed to do away with the present systems of building high fore-and-aft bridges. In place of these only comparatively squat structures will be put in the new type of battleships, and these bridges, which are to be of iron, will be so made that they can be easily slid overboard when clearing for action.

By this arrangement the look of the ships will be rather spoiled, but a deal of dangerous superstructure will be removed from their decks. Between decks, too, it is proposed to provide greater space by making the officers' cabins smaller than in existing ships. Careful inquiry has been made in order to ascertain what fittings can be dispensed with to save weight, and in the new ships all economies thus effected will go towards armour, guns, and other devices for increasing the vessel's fighting value.

News that six more cruisers of the *Drake* class are to be built is welcomed by naval officers, who have a high opinion of the new armoured cruisers of the *Drake* and *Cressy* type, and by a comparatively poor one of the *Diadem* class, and the *Powerful* and *Terrible*. They are little more than eggshells in defensive power, and are undergunned.

THE MEDITERRANEAN FLEET.

Mr. Arnold White has written to the *Times* a letter, in the course of which he says: "Reflections thrown by certain members of Parliament on the two Admirals commanding the Fleet in the Mediterranean were not noticed by the Secretary to the Admiralty in his speech on Wednesday. The reason for Mr. Arnold-Forster's silence will be gathered from the enclosed copy of a letter written to him on June 25. From this it will be seen that if the Navy League has acquired any knowledge of the facts relating to the Mediterranean Fleet it is primarily indebted to the courtesy of the Admiralty itself. Mr. Arnold-Forster, who could have authorized his secretary to write the letter of May 2, that was not willing to be strengthened by an expression of public opinion."

The enclosure begins as follows:—

"2, Whitehall Hill,

Hampstead, June 25, 1901.

"Dear Mr. Arnold-Forster,—I was sitting under the gallery of the House of Commons yesterday when you said in reply to Mr. Norman's question that there was nothing in Lord Charles Beresford's letter to show that it was intended for publication, and it seemed highly improbable that the Admiralty would take a step so contrary to the discipline of the Navy and would make public matter in regard to confidential reports transmitted by him in respect of the Fleet in which he was serving."

"It will be no surprise to you to know that I was the recipient of that letter, and am responsible for its publication. On 24th April I informed you of my intention of visiting the Mediterranean Fleet, and I asked you to be good enough to let me know whether a respectful appeal for an official letter of introduction for a member of that body to the Admiral in command of the Mediterranean Fleet would be likely to meet with success. In reply you were kind enough to write from the Admiralty as follows (2nd May):—'I beg to acknowledge your letter of the 24th. I find, however, that it is not the custom of the Admiralty to grant official letters of introduction to anybody, but I am sure that the reception which would be accorded to representatives of a well-known society as the Navy League by the officers of the Mediterranean Fleet would be all that could be desired.'"

"This letter was of the nature of a credential from the Admiralty, and it will be no surprise to you to learn that I have acquired a full knowledge of the facts which you say in your reply to Mr. Norman will not be made public."

Yours truly, Arnold White."

THE "GRAND" FINAL AT HENLEY.

In the Grand Challenge Cup final at Henley on the 4th ult. according to a home contemporary, Pennsylvania, was expected, went off at a tremendous pace, and after the first quarter of a mile or so led by the length of their canvas. But by the time those on the Grand Stand could trust their glasses it was seen that they were level—that Leander was gradually winning their rivalry down. But it was a fine race to the finish. Pennsylvania came to it to the end, their cox having encouraged them through the megaphone as they were like a mule, while hats were waved and the whole crowd seemed to go mad with excitement. Leander came in a length ahead in 7 min. 4.5 sec.—no had time considering a pretty strong stream and the lack of a helping wind. Pennsylvania, as they paddled to their quarters, got a reception no less enthusiastic than was given to the crew which had kept the Challenge Cup at home. "You boys are not quite big enough yet," said one of the stewards to the Pennsylvania coach as he stepped off the umpire's stand. "It's only 1901 yet," said the coach quickly.

The Americans took the event quietly and philosophically at home. Commenting upon the defeat of the New York *Evening Post* of the 5th ult.—"The Pennsylvanians have the consolation of knowing that, though beaten, they are not disgraced. They were second, by a narrow margin only, to the best oarsmen the English Universities can produce. In playing the strenuous training and general preparation of the Americans was the equal of the English. The English, however, is that there is a great deal in the style. It is this upon this point that taken when to heart, the defeat may prove a blessing in disguise."

FELIX FAURE AND FASHODA.

The Paris *Figaro* has been publishing some "table talk" of M. Felix Faure, the French ex-President, with reference to the once celebrated Fashoda incident. That the question had cropped up again we have already learnt by telegraph. We now have, by the German mail papers giving more details. The Paris correspondent of the *Times* sums up M. Faure's declarations as follows:—

France would not have made war for the sake of Fashoda, because she never intended to occupy definitively any point in the valley of the Nile. He himself was not a Minister when the Marchand mission set out, but he had made inquiries as to why and how the mission was organized, and he knew that it was under one of the preceding Governments of M. Dupuy, when M. Delcassé was at the Colonial Office. One day he communicated to the Cabinet his decision to continue eastward across Africa a mission which had been entrusted to Colonel Monteil. He explained the route of the Marchand column up to the Nile. The then Minister for Foreign Affairs, M. Hanotaux, paid little attention to the subject, but unfortunately it is impossible to know exactly what M. Delcassé's views were, for the deliberations of the French Cabinet are not reported, but according to the recollections of the Ministers present, he spoke merely of a scientific, geographical, commercial expedition, not at all of a military mission. Such being the simple object of this mission, France had not to go to war to defend a scheme of occupation which she had not formed. Then Marchand remained at Fashoda rather longer than he had had done elsewhere, fascinated, no doubt, by the prestige of the Nile. Besides, he was awaiting instructions.

But meanwhile occurred the coincidence of Lord Kitchener's arrival and the presentation of Sir E. Monson's verbal Note, declaring that England would consider French occupation of any portion of the former dominions of the Khedive as an unfriendly act. Now a verbal Note is only a sort of topic of conversation, and those who pretend that France had been summoned to quit Fashoda are simply calculating their country. M. Delcassé took his time in replying to this verbal Note, and proved to England that the Marchand mission had never been a military expedition and that the crisis was due solely to the attitude of Lord Kitchener. He showed, too, that in ordering Marchand to continue his mission France was making no concession to England.

So Marchand continued on his way into Abyssinia. But he heated had public opinion become so heated that this business that the Government really feared that war might break out, and, although not ready for war, the Minister of Marine did his best to prepare for it. There were no guns, coal, or troops for the coast defence, nor yet the sinews of war, money; and it was out of the question to ask Parliament publicly to attach a juncture for credits. However, the Ministers had the patriotic courage to spend money without authorization. An extraordinary Council was held at the Elysée, M. de Freycinet, M. Payot, and the heads of the naval and military General Staffs were present. It was calculated that 7,000,000, or 80,000,000 were required immediately. This money was obtained, but the precaution was taken previously to acquaint the presidents and reporters of the finance committees of the Senate and Chamber. M. Feliens, an opposition member, was present, but he was even more ardent than the others in supporting the initiative of the Cabinet. Thus, the necessary measures to parry a sudden attack were taken. The accounts were regularised when calm came round, and France was all the stronger, but M. Faure had suffered hours of torture, and in his opinion the President of the Chamber was a happier man than he.

Such, says the *Times* correspondent, are the remarks attributed to an ex-President of the Republic on a matter which one would have supposed he would have thoroughly mastered that his command would have been at least in correspondence with the facts. But it may without exaggeration be said that it would be almost impossible in so many words to make so many misstatements. The story of the extraordinary Cabinet Council is interesting and new, and is, no doubt, an historic fact. All the rest is so insipid, so much in need of seasoning, that only the most glib will be able to swallow it, and one understands why so serious journals to-night have not ventured to set this dish before the readers.

Two dominant misconceptions seem to have haunted this ex-President's mind. The one was that the Marchand expedition originated with M. Delcassé, whereas, as everyone knows and as I stated in the *Times* of the 22nd of last month, the idea was M. Hanotaux's, who, in speaking of that expedition, said:—"I have played them a joke that they will not forget."

The other error of this blind head of the State was that the Marchand expedition was a mere *ad hoc* tour without political aim, and not, as it really was, the daring and brilliant realization of a long-ambitioned plan, a firmly-welded link in a grand, ambitious scheme of slipping England's projects in the bud. The instructions given to the Marchand mission have recently been printed in a volume of colonial studies by M. André Lebou, the Minister for the Colonies in the Melina Cabinet of 1899. They were signed by his predecessor, M. Guiseppe, on Feb. 24, 1899, "with the addition," says M. Lebou, "of not even at the instigation of the Ministry for Foreign Affairs." These instructions contained the following phrases:—"In September last you submitted to my predecessor the plan of a mission which you offered to fulfil in the Upper Ubangi with a view to extending French influence to the Nile." That is to say, Colonel Marchand made his proposals to the Minister for the Colonies in the Ribot Cabinet of 1895—namely, M. Chautemps—and in this Cabinet M. Hanotaux was Minister for Foreign Affairs. M. Lebou, in the pages to which I have referred, has one chief concern, which is to prove that when M. Guiseppe signed the instructions it was so far from being a *coup de tête* of the Colonial Office—that these are his exact words—"the Colonial Administration decided to act only at the request of French Diplomacy. This is tantamount to saying that the Marchand mission was pre-eminently a political expedition. And who was responsible in the Ribot Cabinet for the foreign relations of France? M. Hanotaux, and not M. Delcassé. Mr. Lebou says even that when in 1895 Marchand submitted his plan of the expedition to Fashoda and the Bahr-el-Ghazal the difficulties seemed so serious that 'to remove the multiple objections the extreme insistence of the Foreign Office was required'; and he adds significantly—"It—that is to say, M. Hanotaux—sought, no doubt, that a beginning of negotiations for its revision, at not having been able to prevent the preparations for the Donkey Expedition." It is a pity to be obliged to make this long dissertation to set right the misguided Bowell of President Faure.

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12 PER DOZ.

H. PRICE & CO.

Hongkong, 1st July, 1901.

C. LAZARUS & CO.

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Telegraphic Address: A.B.C. Code.

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INDIAN BILLIARD TABLE.

Manufactured throughout in Calcutta and guaranteed to stand the tropical climate.

PRICE, complete, with accessories for Billiard—Rs. 1,450, packed.

SPECIAL ADVANTAGE—We take all RISKS against Breakage.

Send for our latest PRICE LIST To Hongkong Daily Press Office.

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If you VALUE your PIANO at all, you should have it TUNED REGULARLY by

CONTRACT, and by EXPERIENCED

and TRAINED MEN ONLY, who are employed by us.

THE

ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1901.

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AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I. A.B.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 513

Width of Entrance on Top... 89

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Water on Blocks at Spring Tide... 263

DOCK No. 2 (at MUKAIJIMA).

Extreme Length... 371 feet.

Length on Blocks... 350

Width of Entrance on Top... 66

Width of Entrance on Bottom... 53

Water on Blocks at Spring Tide... 22

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"TANTALUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 13th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd August, 1901.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th August, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 9th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 30th July, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MASSILLA,"

FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo:—

From London, &c., ex s.s. *Victoria*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY, 2nd inst.

No Goods cleared by the 8th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 2nd August, 1901.

THE

PROVINCE OF SHANTUNG.

LES TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S.

Reprinted from the "HONGKONG DAILY PRESS."

Price, 50 cents Cash. Messrs. Kelly & Walsh or Daily Press Office.

Hongkong, 31st January, 1900.

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PUBLISHED DAILY.

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THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

BY A LECTURE BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.

Hongkong, 20th April, 1901.

AT THE SEAT OF WAR.

BEING an Account of the Doings of the 2nd BATT. ROYAL WELSH FUSILIERS

NORTH CHINA CAMPAIGN, 1900.

Reprinted from the Hongkong Daily Press.

Price, 10 cents per copy cash.

Copies can be obtained at the Soldiers' Club, or of Booksellers.

Hongkong, 6th December, 1900.

THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.

BY "SCRUTATOR."

With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at Local Newsagents and H. K. ROBERTSON & CO., Ltd., 10, Queen's Road, Hongkong, 30th May 1901.

INSURANCES.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL.....\$400,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO., Agents.

Hongkong, 18th May, 1900.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

"L'URBAINE"

FIRE INSURANCE COMPANY, LD. (Established 1838.)

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

P. LEMAITRE & CO., Agents.

Hongkong, 7th February, 1901.

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1892.

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO., Agents.

Hongkong, 2nd April, 1900.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1872.

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1900, £14,732,681.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0

PAID-UP CAPITAL.....687,500 0 0

II. FIRE FUNDS.....2,637,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 3rd July, 1901.

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887.

QUAN WAH & CO.,

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

NEW ADVERTISEMENTS

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

DURLIQ the Temporary Absence of the undersigned from the Colony, Mr. WILLIAM ARTHUR SIMS has been authorised to act for the Local Manager, W. H. T. DAVIS, Local Manager.

Hongkong, 6th August, 1901. [1899]
TEBRAU PLANTING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that in accordance with Article IX paragraph 3, of the Articles of Association of the Company, the following shares have been forfeited:—

1891—11000
11284—11335
11534—11585
11736—11885
14386—14485

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 6th August, 1901. [1895]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

TUESDAY, the 13th August, 1901, at 2.30 p.m., at No. 5, CAINE ROAD (The Residence of Captain Messers),

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

Comprising:—
TEAK SIDEBOARD, DINING TABLE, CHAIRS, GLASS AND CROCKERY, WARE, CURTAINS, CARPETS, RUGS, &c., &c.

BRASS MOUNTED DOUBLE BEDSTEAD, WARDROBE WITH MIRROR, BUREAU, WASHSTAND, TOILET CROCKERY, &c., &c.

TAPESTRY COVERED EASY CHAIRS, RATTAN CHAIRS, CHROMOS, ORNAMENTS, MARBLE CLOCK, WRITING DESK, &c., &c.

TWO BICYCLES in good condition, and
A COTTAGE PIANO by Collard and Collard.

On view from Monday, the 12th August. Catalogues will be issued.

TERMS: Cash on delivery.
GEO. P. LAMMERT, Auctioneer.
Hongkong, 6th August, 1901. [1896]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"PRINZESS HELEN," OF THE NORDDEUTSCHER LLOYD.

The above-named steamship having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY, 5th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 13th August, at 9.30 A.M.

All claims must reach us before the 17th August, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.
Hongkong, 5th August, 1901. [19]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SIBIRIA," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.
Hongkong, 5th August, 1901. [1897]

THE CHINA MUTUAL STEAMNAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"YANGTSE," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, within ten days after the arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before to-day, 5th inst.

JARDINE, MATHESON & CO., Agents.
Hongkong, 5th August, 1901. [1900]

NEW ADVERTISEMENTS

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SIBIRIA," will be despatched for the above ports TO-MORROW, the 7th inst., at DAYLIGHT.

This Steamship has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.
Hongkong, 6th August, 1901. [1898]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain We'll, will be despatched as above on THURSDAY, the 8th inst., at 4 p.m.

This Steamship has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 5th August, 1901. [1892]

THE EAST ASIATIC CO., LIMITED.

NOTICE TO SHIPPERS.

FOR SHANGHAI PORT ARTHUR AND VLADIVOSTOK.

THE Company's Steamship

"ANNAM," Captain Jensen, due here about FRIDAY, the 9th inst., will load here as above and will have quick despatch.

For Freight or Passage, apply to MELCHERS & CO., Agents.
Hongkong, 5th August, 1901. [1894]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLEBRO, ANTWERP AND THE STRAITS.

THE Steamship

"GLENURET," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. TO-DAY.

Goods not cleared by the 11th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW, Agents.
Hongkong, 5th August, 1901. [1893]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Best Quality Extra-Dry (Green Seal).

LAUTS, WEGENER & CO., Sole Agents.
Hongkong, 17th May 1900. [1271]

AUCTION

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions from the Vendors to sell by Public Auction in SIX

VALUABLE LEASEHOLD PROPERTY.

Situate at Yamatote in the Dependency of Kowloon and Colony of Hongkong registered in the Land Office respectively as Kowloon Inland Lots Nos. 280, 281, 282, 283, 284 and 285.

on MONDAY, the 12th day of August, 1901, at 3 p.m., on the Premises.

The following is a description of the Property:—

Lot 1. All that Piece or Parcel of Ground situate lying and being at Yamatote aforesaid registered in the Land Office as Kowloon Inland Lot No. 280 together with the Messuage or Tenement thereon known as No. 11, Reclamation Street, Yamatote, Area 750 square feet. Annual Crown Rent \$10.

Lot 2. All that Piece or Parcel of Ground situate lying and being at Yamatote aforesaid registered in the Land Office as Kowloon Inland Lot No. 281 together with the Messuage or Tenement thereon known as No. 13, Reclamation Street, Yamatote, Area 750 square feet. Annual Crown Rent \$10.

Lot 3. All that Piece or Parcel of Ground situate lying and being at Yamatote aforesaid registered in the Land Office as Kowloon Inland Lot No. 282 together with the Messuage or Tenement thereon known as No. 15, Reclamation Street, Yamatote, Area 750 square feet. Annual Crown Rent \$10.

Lot 4. All that Piece or Parcel of Ground situate lying and being at Yamatote aforesaid registered in the Land Office as Kowloon Inland Lot No. 283 together with the Messuage or Tenement thereon known as No. 17, Reclamation Street, Yamatote, Area 750 square feet. Annual Crown Rent \$10.

Lot 5. All that Piece or Parcel of Ground situate lying and being at Yamatote aforesaid registered in the Land Office as Kowloon Inland Lot No. 284 together with the Messuage or Tenement thereon known as No. 19, Reclamation Street, Yamatote, Area 750 square feet. Annual Crown Rent \$10.

Lot 6. All that Piece or Parcel of Ground situate lying and being at Yamatote aforesaid registered in the Land Office as Kowloon Inland Lot No. 285 together with the Messuage or Tenement thereon known as No. 21, Reclamation Street, Yamatote, Area 750 square feet. Annual Crown Rent \$10.

All the above 6 Lots are held from the Crown for the term of 75 years.

For further Particulars and Conditions of Sale, apply to

JOHNSON, STOKES & MASTER, Solicitors for the Vendors, or to

HUGHES & HOUGH, Auctioneers.
Hongkong, 29th July, 1901. [1903]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions from W. D. BRADWOOD, Esq., to sell by Public Auction, on

TO-DAY (TUESDAY), the 6th August, 1901, at 2.30 p.m., at "CHAIRGOWRE," Caine Road,

A QUANTITY OF HOUSEHOLD FURNITURE; Also

SUNDRY SCHOOL FORMS and DESKS, &c.

(Full particulars from Catalogue.) On View from Monday, the 5th August. Terms—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.
Hongkong, 1st August, 1901. [1949]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

TO-DAY (TUESDAY), the 6th August, at 3 p.m., alongside Douglas S.S. Co.'s Wharf,

ONE STEAM LAUNCH. Length, 47 feet; Beam, 8 feet; Depth, 5 feet 6 inches; Cylinders, 5 inches by 74 inches. Built in 1895.

Hull, Engines and Boiler thoroughly overhauled in November, 1900; and all Copper on her Bottom renewed—Non-Condensing. Terms—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 30th July, 1901. [1911]

GOVERNMENT NOTIFICATION. No. 395.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (TUESDAY), the 6th day of August, 1901, at 3 p.m., are published for general information.

By Command, T. SERCOMBE SMITH, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 29th July, 1901. [1944]

Particulars and Conditions of the Letting by Public Auction, to be held THIS DAY (TUESDAY), the 6th day of August, 1901, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Particulars of the Lot.

No. of Sale, 1. Locality, 1. Boundary Measurements, 1. Contents in Acres, 1. Annual Rent, 1. Upset Price.

1. Locality, 1. Boundary Measurements, 1. Contents in Acres, 1. Annual Rent, 1. Upset Price.

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1. Locality, 1. Boundary Measurements, 1. Contents in Acres, 1. Annual Rent, 1. Upset Price.

ENTERTAINMENT

THEATRE ROYAL, CITY HALL.

AUSTRALIAN VAUDEVILLE.

SPECIALTY COMPANY.

TO-NIGHT!

TO-NIGHT!

LAST FEW NIGHTS.

NOTE—A Special Tram will leave every night 15 minutes after fall of curtain.

BOX PLAN AT ROBINSON PIANO CO.

Doors Open 8 p.m. Overture 9 p.m.

PRICES: Soldiers and Sailors in Uniform Half-Price to Back Seats only.

Mr. J. FRANK FINLAY, Business Manager. Mr. W. H. BROWN, Representative.
Hongkong, 30th July, 1901. [1974]

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, THIS DAY (TUESDAY), the 6th August, at 12 o'clock noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th July to the 6th August inclusive.

By Order of the Board of Directors, T. JACKSON, Secretary.

Hongkong, 6th August, 1901. [1790]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 17th day of August, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1901.

By Order of the Court of Directors, T. JACKSON, Chief Manager.
Hongkong, 31st July, 1901. [1925]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the 3rd, to the 17th day of August (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors, T. JACKSON, Chief Manager.
Hongkong, 31st July, 1901. [1926]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Consueight Road, on MONDAY, the 19th August, at 12 o'clock noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to 19th August, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.
Hongkong, 26th July, 1901. [1877]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED (IN LIQUIDATION).

AN EXTRAORDINARY GENERAL MEETING OF THE PREFERENCE SHAREHOLDERS of the above-named Company will be held at the COMPANY'S OFFICE, No. 14, Des Voeux Road, on TUESDAY, the 20th of August, at 12.15 o'clock p.m., when the proposed resolution, which was passed at the Extraordinary Meeting of Preference Shareholders held on the 20th of July, 1901, will be submitted for confirmation as a Special Resolution, viz:—That in lieu of making a Call, the Preference Shareholders do accept the proposal of the Liquidator to divide the available assets among them.

The Liquidator, M. BENNECKE.
Hongkong, 5th August, 1901. [1915]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the 3rd Certificate Number 4232 issued on the 31st day of September, 1895, for 10 Shares Numbered 3021 to 3030 in the above Company, registered in the name of JOHN HERBERT MCMICHAEL of Shanghai, having been LOST or STOLEN, a new Certificate for the same will be issued one month from the date hereof. The original Certificate being considered by the Company as null and void, no transaction taking place thereunder will be recognised by the Company.

W. H. KAY, Secretary, China Traders' Insurance Co., Ltd.
Hongkong, 1st August, 1901. [1943]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT-APPLY TO	TO BE DESPATCHED
LONDON	DEUCALION	Brit. str.	2 m.	F. W. Vibert, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c., via Ports of Call.	COROMANDEL	Brit. str.	2 m.		P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
LONDON	SPENGLER	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd September.
LIVERPOOL DIRECT	PATROCLUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst.
BREMEN, via Ports of Call.	STUTTGART	Ger. str.	2 m.	P. Groch	MELCHERS & CO.	On 5th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	SADO MARU	Jap. str.	2 m.	W. Thompson	MESSAGERIES MARITIMES	On 9th inst., at Daylight.
MARSEILLES &c., via Ports of Call.	EBIDAN	Franch. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	On 10th inst., at 6 p.m.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	MALACCA	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
HAVRE & HAMBURG	KAWACHI MARU	Ger. str.	2 m.	z. Dohren	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG	ACILIA	Ger. str.	2 m.	Roerden	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Porzelius	HAMBURG-AMERIKA LINIE	On 21st September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 5th October.
HAVRE & HAMBURG	ARABIA	Brit. str.	2 m.		DODWELL & CO. LIMITED	On 9th inst.
HAVRE & HAMBURG	HUBSON	Brit. str.	2 m.	Williamson	SHEWAN, TOMES & CO.	On 9th inst.
NEW YORK via Ports & Suez Canal	ARARA	Brit. str.	2 m.	Kendall	CARLOWITZ & CO.	Quick despatch.
NEW YORK via SUEZ CANAL	L. SCHEFF	Amr. ship.	2 m.	Forst	ARNHOLD, KARBEN & CO.	Quick despatch.
NEW YORK	ARAGONIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On or about 25th Oct.
NEW YORK via SUEZ CANAL	MANUEL LLAGUNA	Amr. ship.	1 m.	R. Archibald, R.N.R.	SHEWAN, TOMES & CO.	To-morrow.
NEW YORK	EMPEROR OF CHINA	Brit. str.	2 m.	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 14th inst., at Noon.
VANCOUVER, via SHANGHAI, &c.	TAKARA	Brit. str.	2 m.	J. Alwen	DODWELL & CO. LIMITED	To-day.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TACOMA	Brit. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 19th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KANAKURA MARU	Jap. str.	2 m.	J. W. Elstrand	NIPPON YUSEN KAISHA	On 2nd September, at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.	H. L. Allen	JARDINE, MATHESON & CO.	Quick despatch.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	YASOTSZE	Brit. str.	1 m.		SHEWAN, TOMES & CO.	On 24th inst., at Daylight.
PORTLAND (OR.)	KNIGHT COMPANION	Brit. str.	2 m.		TOYO KISEN KAISHA	To-day, at Noon.
SAN FRANCISCO via NAGASAKI, &c.	NIPPON MARU	Brit. str.	2 m.	Dwyer	PACIFIC MAIL S. S. CO.	On 8th inst., at 4 p.m.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	CHINA	Brit. str.	1 m.		SHEWAN, TOMES & CO.	On or about 15th Sept.
SAN FRANCISCO	FLINTSHIRE	Brit. str.	2 m.	McArthur	BUTTERFIELD & SWIRE	On 15th inst., at Noon.
SAN FRANCISCO	STRATHGYLE	Brit. str.	2 m.	H. Fraser	IBIS, LIVINGSTON & CO.	On 23rd inst., at 4 p.m.
AUSTRALIAN PORTS	GOVERNOR	Brit. str.	2 m.	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On or about 23rd inst.
AUSTRALIAN PORTS	KANGA MARU	Jap. str.	2 m.	Porzelius	HAMBURG-AMERIKA LINIE	To-morrow, at Daylight.
YOKOHAMA via SHANGHAI & KOBE	SIBERIA	Ger. str.	2 m.	W. Townsend	BUTTERFIELD & SWIRE	On 14th inst., at Daylight.
YOKOHAMA & KOBE	NINGPO	Brit. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
YOKOHAMA & KOBE	SANUKI MARU	Jap. str.	2 m.	M. Tate	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
YOKOHAMA & KOBE	HAKATA MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
YOKOHAMA & KOBE	ROSETTA MARU	Jap. str.	2 m.		DODWELL & CO. LIMITED	Quick despatch.
YOKOHAMA & KOBE	MIKE MARU	Jap. str.	2 m.	Johansen	SHEWAN, TOMES & CO.	To-day, at 3 p.m.
YOKOHAMA & KOBE	TAIYU	Ger. str.	2 m.	Schmidt	SHEWAN, TOMES & CO.	On or about 16th inst.
YOKOHAMA & KOBE	QUANTA	Ger. str.	2 m.	R. T. Cook, R.N.R.	EAST ASIATIC TRADING CO., LD.	Quick despatch.
YOKOHAMA & KOBE	LONGMOON	Brit. str.	2 m.	Jensen	MITSUI BUSSAN KAISHA	To-morrow.
YOKOHAMA & KOBE	PANAMA MARU	Ger. str.	2 m.	K. Suzuki	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE	ANAN	Ger. str.	2 m.	G. Jensen	MITSUI BUSSAN KAISHA	On 14th inst., at Daylight.
YOKOHAMA & KOBE	MAIDJURU MARU	Jap. str.	1 m.	T. Ogata	MITSUI BUSSAN KAISHA	On 14th inst., at Noon.
YOKOHAMA & KOBE	WHAMPOA	Brit. str.	2 m.	Matovich	SANDER, WIEBER & CO.	To-day, P.M.
YOKOHAMA & KOBE	ANPING MARU	Jap. str.	1 m.	J. McArthur	SHEWAN, TOMES & CO.	On 9th inst., at 5 p.m.
YOKOHAMA & KOBE	DAIJIN MARU	Jap. str.	2 m.	W. G. Spencer	JARDINE, MATHESON & CO.	On 8th inst., at 4 p.m.
YOKOHAMA & KOBE	MELPOMENE	Aus. str.	1 m.	W. G. Spencer	DAVID SASSOON, SONS & CO.	To-morrow, at 3 p.m.
YOKOHAMA & KOBE	PERLA	Brit. str.	2 m.	D. Costa	CARLOWITZ & CO.	On 13th inst., at Noon.
YOKOHAMA & KOBE	LOONGSANG	Brit. str.	2 m.	T. Murai	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
YOKOHAMA & KOBE	LIGHTNING	Ital. str.	2 m.			
YOKOHAMA & KOBE	BORMIDA	Ital. str.	2 m.			
YOKOHAMA & KOBE	HINOSHIMA MARU	Jap. str.	2 m.			

SHIPPING.

ARRIVALS.
Aug. 5, PRINCESS IRENE, German str., 6,086.
P. Wetten, Hamburg, 2nd June and
Singapore 31st July, Mails and General—
MELCHERS & CO.
Aug. 5, HALLAT, French str., 377, Andersen,
Pahol and Hoihow 3rd Aug., General—
A. E. MARY.
Aug. 5, HUB, French steamer, 703, Godinau,
Haiphong 30th July, Rice and General—
A. E. MARY.
Aug. 5, TOONAN, American str., 956, J. Bletten,
Haiphong 1st August, General—DOUGLAS
LAPRAIK & CO.
Aug. 5, WHAMPOA, British str., 1,109, Laver,
Canton 5th August, General—BUTTER-
FIELD & SWIRE.
Aug. 5, NANSHAN, British str., 1,299, Allan
Jones, Hongkong 2nd Aug., Coals—BRADLEY
& CO.
Aug. 5, SIBERIA, German str., 2,126, Pargelons,
Hamburg 21st June and Singapore 31st July,
General—HAMBURG-AMERIKA LINIE.
Aug. 5, YANOTSE, British str., 4,150, Allen,
Glasgow, Barry and Singapore 31st July,
General—JARDINE, MATHESON & CO.

CLEARANCES.

At the Harbour Master's Office.
5th August.
None.

DEPARTURES.

4th August.
PEICHING, British str., for Haiphong.
PETERBURG, German str., for Saigon.
J. DIEDERICHSEN, German str., for Hoihow.
5th August.
UMTA, British transport, for Taku.
ZENTA, Austrian cruiser, for Canton.
TAIBANO, British str., for Canton.
HAIBOONG, British str., for Haiphong.
TSUBOIGAN MARU, Jap. str., for K'chiotszu.
TOSA MARU, Japanese str., for Seattle.

VESSELS IN DOCK.

3rd August.
ABERDEEN DOCKS.—Petrarch.
KOWLOON DOCK.—Y. Senta, Sihan, Zeire,
Canton River, Teved.
BOERHOUT DOCK.—Colonies, Teikhan,
D. J. de Austria.
SHIPPING REPORT.
The American steamer Toonau, from Hai-
phong 1st August, had moderate winds and
fine weather till off St. Johns; thence to port
thick, squally weather.

VESSELS ON THE BERTH

HAMBURG-AMERIKA LINIE.
FOR SHANGHAI.
THE Steamship
"LOONGMOON,"
Captain Schmidt, will be despatched for the
above port TO-DAY, the 6th inst., at Noon.
This steamer has superior accommodation for
First and Second Class Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st August, 1901. [1954]

**AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.**
STEAM FOR
MANILA, SINGAPORE, BOMBAY,
PORT SAID, FUME AND
TRIESTE.
(Taking Cargo at through rates to the Brazils,
Black Sea, Levant, Venice and
Adriatic Ports).
THE Company's Steamship
"MELPOMENE,"
Captain Matovich, will be despatched as
above TO-DAY, the 6th August, P.M.
For information as to Freight, apply to
SANDER, WIEBER & CO.,
Agents.
Hongkong, 26th July, 1901. [6]

VESSELS ON THE BERTH

FOR CHONGKING AND WUHU.

THE Steamship
"QUANTA,"
Captain Johansen, will be despatched for the
above ports TO-DAY, the 6th inst., at 3 p.m.,
instead of as previously notified.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 5th August, 1901. [1980]

**FOR SINGAPORE, PENANG AND
CALCUTTA.**
THE Steamship
"LIGHTNING,"
Captain J. G. Spence, will be despatched for
the above ports TO-MORROW, the 7th
inst., at 3 p.m.
For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 3rd August, 1901. [1955]

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVI-
GATION COMPANY.
Operating the New First Class Steamships
"INDRAVELL," "INDRAPURA,"
and "KNIGHT COMPANION,"
between HONGKONG and PORTLAND
(OR.), calling at SHANGHAI, NAGASAKI,
MOJI, KOBE and YOKOHAMA.
THE Steamship
"KNIGHT COMPANION,"
will be despatched for Portland (OR.) TO-
MORROW, the 7th August, at 3 p.m.
Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.
For through rates of Freight and further
information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO. [1924]
Hongkong, 31st July, 1901.

FOR SAN FRANCISCO.

THE Steamship
"FLINTSHIRE,"
Captain Dwyer, will be despatched for the
above port on THURSDAY, the 8th inst., at
4 p.m.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 3rd August, 1901. [1973]

**THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.**
FOR MANILA.
THE Company's Steamship
"PERLA,"
Captain J. McArthur, will be despatched as
above on FRIDAY, the 9th inst., at 5 p.m.
The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light and is supplied with a Refrigerating
Chamber.
Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 3rd August, 1901. [1972]

FOR NEW YORK.

THE 33 A II American Ship
"MANUEL LLAGUNA,"
will load during September and October,
sailing about 25th October.
For Freight, apply to
SHEWAN, TOMES & CO. [1978]
Hongkong, 11th July, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)
"EMPEROR OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1901
"TARTAR" 4,425 Tons Comdr. E. Bestham, R.N.R. WEDNESDAY, 14th Aug., 1901
"EMPEROR OF INDIA" Comdr. O. F. Marshall, R.N.R. WEDNESDAY, 23rd Aug., 1901
"ATHENIAN" 3,882 Tons Comdr. H. Mowatt, R.N.R. WEDNESDAY, 4th Sept., 1901
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous
INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN-
COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey,
and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAIN,
of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Rockies
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.
Close connection is made at Montreal, Quebec, Halifax, New York and Boston, with all Trans-
Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers booked through to all principal ports and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and
Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIP,
(second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAIN (the Company having received the highest award for same at recent Chicago World
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operate
by the Company, and their appointments and Cuisine are unequalled.

SPECIAL-EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed
on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings,
taking Cargo and Passengers for all points in CANADA and the UNITED STATES.
In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN"
takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage
made between YOKOHAMA and VANCOUVER in 14 days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 25th July, 1901. [10]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TEIPEI, GENOA, PORTS IN THE LEVANT, BLACK
SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAVRE, BREMEN & HAMBURG	On 9th Aug. Freight.
Capt. v. Dohren	(Calling at Singapore and Colombo)	
ALEXANDRIA	HAVRE & HAMBURG	On 27th Aug. Freight.
Capt. Roerden	(Calling at Singapore and Penang)	
SIBERIA	HAVRE & HAMBURG	On 10th Sept. Freight and Passage.
Capt. Porzelius	(Calling at Singapore and Colombo)	
ANDALUSIA	HAVRE & HAMBURG	On 21st Sept. Freight.
Capt. Ehlers	(Calling at Singapore and Penang)	
ARABIA	HAVRE & HAMBURG	On 5th Oct. Freight.
Capt. Forst	(Calling at Singapore and Penang)	
ARAGONIA	NEW YORK via SUEZ CANAL	Freight.
	(and of August or beginning September)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE
QUEEN'S BUILDINGS, No. 1.
Hongkong, 27th July, 1901. [1051]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
MARSEILLES AND LONDON	MALACCA	About 10th August	Freight or Passage.
	E. G. Andrews		
SHANGHAI	PANAMA	About 16th August	Freight or Passage.
	R. T. Cook, R.N.R.		
LONDON, &c.	COROMANDEL	Noon, 17th August	See Special Advertisement.
	F. W. Vibert, R.N.R.		
YOKOHAMA via SHANGHAI and KOBE (Passing through the Inland Sea)	FORMOSA	About 23rd August	Freight or Passage.
	J. D. Andrews, R.N.R.		

For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 27th July, 1901. [1]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	MARSEILLES, LONDON, and SHANGHAI via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 9th Aug., at DAYLIGHT.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th Aug., at Noon.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 19th Aug., at Noon.
N. Townsend	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 16th Aug., at Noon.
T. Murai	VICTORIA, B.C. and SEATTLE	MONDAY, 19th Aug., at 4 p.m.
KAMAKURA MARU	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	
H. Petersen	MARSEILLES, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 23rd Aug., at DAYLIGHT.
KAWACHI MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd Aug., at Noon.
J. S. Thompson	HAMA	FRIDAY, 23rd Aug., at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and HOBART	FRIDAY, 23rd Aug., at Noon.
N. Tate	KOBE and YOKOHAMA	FRIDAY, 30th Aug., at DAYLIGHT.
KASUGA MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 2nd Sept., at 4 p.m.
H. Fraser	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	
HAKATA MARU		
F. L. Sommer		
KACA MARU		
J. W. Elstrand		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.
A. S. MIYAHARA, Manager.
Hongkong, 5th August, 1901. [13]

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
TACOMA	2,811	J. Alwen	August 6th
BRASMAE	3,601	W. Watt	August 27th
DUKH OF FIFE	3,821	J. S. Cox	September 10th
OLYMPIA	2,837	J. Truebridge	October 1st

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
HONGKONG to LONDON, 252.
Excellent accommodation. First-class Table, Doctor and Stewardess carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
HONGKONG to NEW YORK, 248.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.
HONGKONG to VICTORIA and TACOMA, 235.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DYE and St. MICHAEL.
Rates of Passage to other points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.
Hongkong, 17th July, 1901. [11]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTH AMERICA TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

STEAMERS.	THURSDAY	SAILING DATES.
STUTTGART	2nd August	
KONIG ALBERT	THURSDAY	2nd August
PRINCESS IRENE	THURSDAY	19th September
PRINZ HEINRICH	WEDNESDAY	2nd October
PREUSSEN	WEDNESDAY	16th October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	30th October
SACHSEN	WEDNESDAY	13th November
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	27th November
BAYERN	WEDNESDAY	11th December
STUTTGART	WEDNESDAY	25th December
KONIG ALBERT	WEDNESDAY	8th Jan. 1902
PRINCESS IRENE	WEDNESDAY	22nd Jan. 1902
PRINZ HEINRICH	WEDNESDAY	5th Feb. 1902
PREUSSEN	WEDNESDAY	19th Feb. 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	5th Mar. 1902

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"HOMENEUS"	On 9th August.
GLASGOW and LIVERPOOL.	"ORESTES"	On 13th August.
GLASGOW and LIVERPOOL.	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL.	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL.	"PYRRHUS"	On 4th September.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"DEUCALION"	On 7th August.
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL Direct	"PATROCLUS"	On 10th August.

(Taking Cargo at London Rates) S.S. "HOMENEUS" left Singapore on the 4th instant, a.m., and is due in Hongkong on the 9th instant a.m.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW & SHANGHAI.	"WHAMPOA"	On 7th August.
Kobe & MOJI	"NINGPO"	On 9th August.

* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE
Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the
GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship
"YANGTZE,"
6,457 Tons, Commander H. L. Allen, is due here on 6th August, and will have quick despatch. For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 20th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).
THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Sudo, will be despatched for the above ports on WEDNESDAY, the 7th August.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th July, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ARARA,"
Captain Williams, will be despatched for the above port on FRIDAY, the 9th inst., and will be followed by the Steamship
"ATAKA"
on or about 15th September.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 5th August, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" About 9th Aug.
"HEATHBURN" About 15th Aug.
"JUPITER"
"MOGUL"
"KURDISTAN"
"SATSUMA"
"LENNOX"

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 24th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 14th August, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 31st July, 1901.

FOR NEW YORK.

THE 33 A.T. American ship
"I. F. CHAPMAN,"
shortly expected here from KOBE, will load for the above port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARRER & CO.,
Agents.
Hongkong, 2nd July, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the Captain, the Agents, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

SCHERR, American ship, C. S. Kendall—
Caldwell & Co.
S.S. Wren, American ship, Howes—Master

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"OHINA"	TUESDAY,	6th Aug. at Noon.
"DORIC"	THURSDAY,	15th Aug. at Noon.
"PERU"	SATURDAY,	31st Aug. at Noon.
"COPTIC"	TUESDAY,	10th Sept. at Noon.
"CITY OF PEKING"	TUESDAY,	24th Sept. at Noon.
"GAELIC"	WEDNESDAY,	2nd Oct. at Noon.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original point of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$10) gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 24th July, 1901.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RIBATTINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALKAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"BORMIDA,"
Captain D. Costa, will be despatched as above on TUESDAY, the 13th August, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 31st July, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPICKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO,
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th July, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON SATURDAY, the 10th August, 1901, at 6 P.M., the Company's Steamship "ERIDAN," Captain Ristorcelli, with Mails, Passengers, Specie and Cargo, will leave this port for SAIGON.

This steamer will tranship her Passengers and Cargo at Saigon to the s.s. Sinaï for MARSEILLES via B. K. BAY.

The above steamer connects at COLOMBO with the s.s. Ville de la Ciotat, which vessel takes on her Passengers and Mails, leaving that port on the 24th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 3 P.M., Specie and Parcels until 3 P.M. on the 10th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 31st July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"COROMANDEL,"

Captain F. W. Vibert, R.N., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 17th August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 5th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU,"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 18th instant, at Noon.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 5th August, 1901.

HONGKONG STEAMERS.

China, American str., 3,187, Seabury, July 28, P. M. S. S. Co.

Devavongse, German str., 1,057, Textor, Aug. 2, Butterfield & Swire.

Empress of China, British str., 3,003, Archibald, July 30, C. P. R. Co.

Flintshire, British str., 2,476, Dwyer, July 29, Shawan, Tomes & Co.

Germania, Ger. str., 1,713, Bendixen, Aug. 2, Jensen & Co.

Glentworth, British str., 3,026, Webster, Aug. 4, McGregor Bros & Gow.

Hailan, French str., 377, Andersen, Aug. 5, A. R. Marty.

Hipsang, British str., 1,040, Crockett, July 30, Jardine, Matheson & Co.

Hue, French steamer, 704, Godin, Aug. 5, A. R. Marty.

Knight Companion, British str., 4,111, Froggett, July 28, Shawan, Tomes & Co.

Lightning, British str., 3,123, Spence, Aug. 1, David Sassoon, Sons & Co.

Loongmoon, Ger. str., 1,245, Schult, July 31, Siemssen & Co.

Maidzur Maru, Japanese str., 667, Suzuki, Aug. 4, Mitsui Bussan Kaisha.

Mauchien, German str., 4,601, Krebs, May 28, Melchers & Co.

Naushan, British str., 1,290, Jones, Aug. 5, Gray & Co.

Phin C. Kio, British str., 1,011, Morris, Aug. 3, Butterfield & Swire.

Sibiria, German str., 2,126, Fargolenz, Aug. 5, Hamburg-America Linie.

Slaban, British str., 852, H. Holton, July 9, Bradley & Co.

Tacoma, American str., 1,880, Alwen, July 25, Dodwell & Co., Ltd.

Taishan, British str., 1,122, Stovel, July 21, Bradley & Co.

Tartar, British str., 2,768, Beetham, Aug. 8, C. P. R. Co.

Tetanus, German str., 1,573, Denae, Aug. 1, Siemssen & Co.

Tingnan, British str., 1,045, Sawyer, Aug. 3, Jardine, Matheson & Co.

Toonan, American str., 950, Elthorn, Aug. 5, Douglas Laiprak & Co.

Victoria, American str., 2,112, Panton, Aug. 1, Dodwell & Co., Limited.

Victoria, Swedish str., 989, Holberg, July 31, Chinese.

Whampoa, British str., 1,109, Laver, Aug. 1, Butterfield & Swire.

Yangtze, British str., 4,149, Allen, Aug. 5, Jardine, Matheson & Co.

Y. Soutan, Amr. str., 585, Gortirolo, July 13, Order.

SAILING VESSELS,
Celest Burrell, British ship, 1,764, Jeffrey, May 29, Order.

Francis Coppal, French barque, 1,726, Donet, July 28, E. A. Trading Co., Limited.

Holliswood, Amr. bark, 1,984, Knight, June 14, Order.

I. Schopp, Amr. ship, 1,873, Kendall, July 5, Carlowitz & Co.

Manuel Laguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.

M. de Villars, French bark, 1,171, Bionat, May 31, E. A. Trading Co., Limited.

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.

Susquehanna, Amr. ship, 2,590, Bailey, July 25, Order.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Taku.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai.

Arguthus, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Starlin, Wosung.

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinkiang.

Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai.

Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, C.B., at Wosung.

Barricorn, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warren, at Wanchow.

Blenheim, 1st class steamer, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Wosung.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. M. Lenke, at Wuhu.

Brisk, cruiser, 8 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Hankow.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. E. A. Baird, at Weihaiwei.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. W. C. F. Pakenham, at Wanchow.

Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,600 h.p., Capt. P. F. Tildard, at Hongkong.

Eclipse, cruiser, 5,600 tons, Captain Stokes, at Wanchow.

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Weihaiwei.

Esk, gunboat, 363 tons, 3 guns, 260 h.p., Lieut.-Comdr. W. F. Blunt, at Shanghai.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong.

Firebrand, gunboat, 455 tons, 4 guns, 380 h.p., Lieut.-Comdr. C. P. Beatty Pownall, at Canton.

Glorio, battleship, 12,950 tons, Captain Frederick S. Ingfield, at Weihaiwei.

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Nanking.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Shanghai.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Hongkong.

Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Shanghai.

Iris, cruiser, 2nd class, 5,050 tons, 11 guns, 9,900 h.p., Capt. Chas. Windham, at Hongkong.

Janus, torpedo-boat destroyer, in reserve, at Hongkong.

